

RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR

Amdt 9, 15JUN23 (24137) (FAA)

ELEV 469

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	26		AB	1020-24	572	(600-½)	CDE	1020-1¼	572	(600-1¼)
	8		AB	1200-½	731	(800-½)	CDE	1200-1⅝	731	(800-1⅝)
	2		A	1200-1	751	(800-1)	B	1200-1¼	751	(800-1¼)
			CDE	1200-2	751	(800-2)				
CIRCLING	ALL RWY		A	1200-1	731	(800-1)	B	1200-1½	731	(800-1½)
			C	1400-2¾	931	(1000-2¾)	DE	1400-3	931	(1000-3)

Circling CAT E NA when R-2401B active.
Circling NA for Cat E north of Rwy 8 and west of Rwy 20.
For inop ALS, increase ASR-08 CAT A and B visibility to 1 SM, CAT E visibility to 2 SM, and S-26 CAT E visibility to 1¼ SM.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 20 NA at night.

HENRY POST AAF (FORT SILL) (KFSI), Fort Sill, OK Amdt 15 18APR24

ELEV 1188

(24109) (USA)

RADAR - (E) 120.55 322.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36 ¹		AB	1600/40	413	(500-¾)
			CDE	1600/50	413	(500-1)
	18		AB	1880-1	692	(700-1)
			CDE	1880-2	692	(700-2)
CIR ²	18-36		AB	1880-1	692	(700-1)
			C	1880-2	692	(700-2)
			D	1920-2¼	732	(800-2¼)
			E	1940-2¾	752	(800-2¾)

When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.
¹When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.
²Circling NA for CAT E W of Rwy 18-36.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

LAWTON, OK
RADAR-1 - 120.55 322.4

Amdt 4A, 10JAN00 (00010) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35		ABC	1560-¾	471	(500-¾)	D	1560-1	471	(500-1)
CIRCLING	ALL RWY		AB D	1600-1 1680-2	490 570	(500-1) (600-2)	C	1620-1½	510	(600-1½)

LAWTON, OK
RADAR-2 - 120.55 322.4

Amdt 1B, 08AUG02 (02220) (FAA)

ELEV 1110

LAWTON-FORT SILL RGNL (LAW)

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VS</u>
ASR	17		AB	1620-1	510	(600-1)	CD	1620-1½	510	(600-1½)
CIRCLING	ALL RWY		AB D	1620-1 1680-2	510 570	(600-1) (600-2)	C	1620-1½	510	(600-1½)

OKLAHOMA CITY, OK
WILEY POST (PWA)
RADAR-1 124.6 266.8

Amdt 2A, 07APR11 (11153) (FAA)

ELEV 1299

WILEY POST (PWA)

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	35R		AB D	1840-1 1840-1¾	541 541	(600-1) (600-1¼)	C	1840-1½	541	(600-1½)
CIRCLING	ALL RWY		AB D	1840-1 1880-2	541 581	(600-1) (600-2)	C	1840-1½	541	(600-1½)

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

OKLAHOMA CITY, OK

Amdt 21A, 13OCT16 (24305) (FAA)

ELEV 1296

OKC WILL ROGERS INTL (OKC)

RADAR-1 124.6 266.8 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	17L		ABCDE	1680/40	393	(400-¾)
	35R		ABCDE	1680/40	386	(400-¾)
	17R		ABCDE	1680/40	398	(400-¾)
	35L		ABCDE	1680/40	404	(400-¾)
CIRCLING	ALL RWY		A	1740-1¼	444	(500-1¼)
			B	1760-1¼	464	(500-1¼)
			C	1960-1¼	664	(700-1¼)
			D	2000-2¼	704	(800-2¼)
			E	2240-3	944	(1000-3)

For inoperative MALSR, increase S-17L, S-17R, and S-35L CAT E visibility to 1¼.

For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF)
RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 323.1 

ELEV 1291

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
ASR	36 ¹		A	1940/24	649	(700-½)
			B	1940/40	649	(700-¾)
			C	1940/60	649	(700-1¼)
			D	1940-1½	649	(700-1½)
			E	1940-1¼	649	(700-1¼)
	18 ²		A	2000/40	733	(800-¾)
			B	2000/50	733	(800-1)
			C	2000-1¾	733	(800-1¾)
			D	2000-2	733	(800-2)
			E	2000-2¼	733	(800-2¼)
CIR ³	36		A	1940-1	649	(700-1)
			B	1940-1¼	649	(700-1¼)
			C	1940-1¾	649	(700-1¾)
			D	1980-2¼	689	(700-2¼)
			E	2040-2¾	749	(800-2¾)
	18		A	2000-1	709	(800-1)
			B	2000-1¼	709	(800-1¼)
			C	2000-2	709	(800-2)
			D	2000-2¼	709	(800-2¼)
			E	2040-2¾	749	(800-2¾)

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.
³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

TULSA, OK

Amdt 19, 19MAY22 (22139) (FAA)

ELEV 678

TULSA INTL (TUL)

RADAR-1 124.0 338.3 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	18L		AB	1040/24	399	(400-½)	CDE	1040/35	399	(400-¾)
	18R		ABCD	1040-1	372	(400-1)	E	NA		
	26		ABCDE	1080-¾	428	(500-¾)				
	8		AB	1080-1	409	(500-1)	CDE	1080-1½	409	(500-1½)
	36R		AB	1120/24	470	(500-½)	CDE	1120/50	470	(500-1)
	36L		AB	1180-1	502	(600-1)	CD	1180-1½	502	(600-1¾)
			E	NA						
CIRCLING	ALL RWY		AB	1180-1	502	(600-1)	C	1500-2½	822	(900-2½)
			D	1520-2¾	842	(900-2¾)	E	1520-3	842	(900-3)

Circling NA for CAT E south of Rwy 8-26.
For inop ALS increase ASR S-18L CAT E visibility to RVR 6000.
For inop ALS increase ASR S-26 CAT A/B visibility to 1 SM, and CAT E visibility to 1¼ SM.
For inop ALS increase ASR S-36R CAT C/D/E visibility to 1¾ SM.

30 OCT 2025 to 27 NOV 2025

30 OCT 2025 to 27 NOV 2025

RADAR INSTRUMENT APPROACH MINIMUMS